ChargePoint ®America Vehicle Charging Infrastructure Summary Report

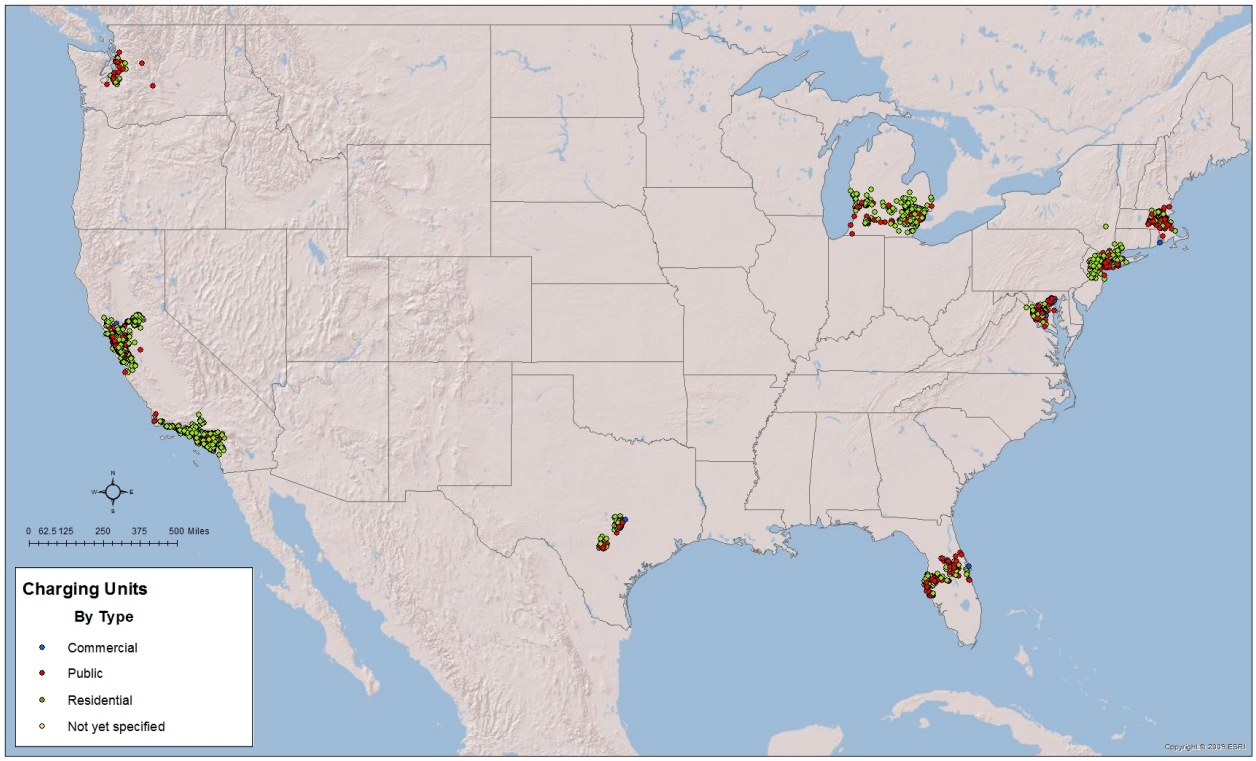
Report through December 2013

Number of AC Level 2 Charge Ports Installed to Date[1]

Region	Residential	Private Nonresidential	Publicly Accessible	Not Specified	Total	Number of Charging Events Performed[2]	Electricity Consumed (AC MWh)
Boston Area (Massachusetts and Rhode Island)	34	22	267	-	323	51,257	413.4
D.C. Area (District of Colombia, Maryland, Virginia)	59	27	176	1	263	69,240	471.0
Florida	69	17	300	1	387	79,551	505.1
L.A. Area	585	17	313	4	919	508,257	3,708.9
Michigan	341	10	220	-	571	263,058	1,800.5
New York Area(Connecticut,New Jersey,New York)	103	73	196	3	375	119,092	931.1
Sacramento/San Francisco Area	550	90	647	30	1,317	607,292	4,687.1
Texas	76	8	266	-	350	78,591	542.8
Washington	19	-	123	-	142	47,132	338.9
Total	1,836	264	2,508	39	4,647	1,823,470	13,398.6

ChargePoint America Charging Unit Distribution

Project to Date



[1] Includes all AC level 2 charge ports in charging units that had been used by the end of the reporting period

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period some power is transferred

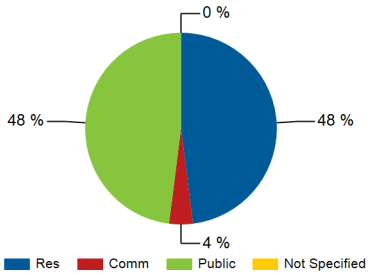
ChargePoint® America Vehicle Charging Infrastructure Summary Report

Report period: October 2013 through December 2013

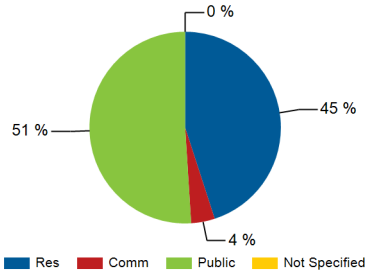
Region: All

Charging Unit Usage - By Type	Residential	Private Nonresidential	Publicly Accessible	Not Specified	Total
Number of charging units[1]	1,683	197	2,098	28	4,006
Number of charging events[2]	137,286	11,047	136,450	1,123	285,906
Electricity consumed (AC MWh)	992.74	91.46	1,117.79	9.87	2,211.85
Percent of time with a vehicle connected	46%	24%	14%	12%	28%
Percent of time with a vehicle drawing power	8%	6%	7%	4%	7%

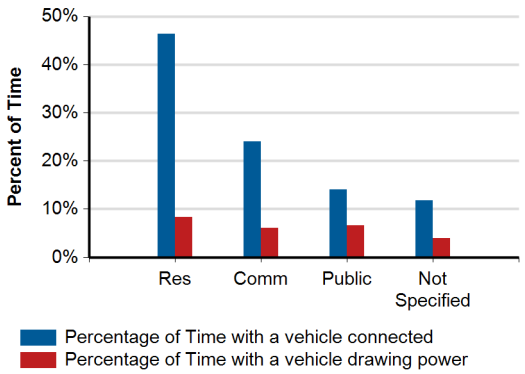
Number of Charging Events



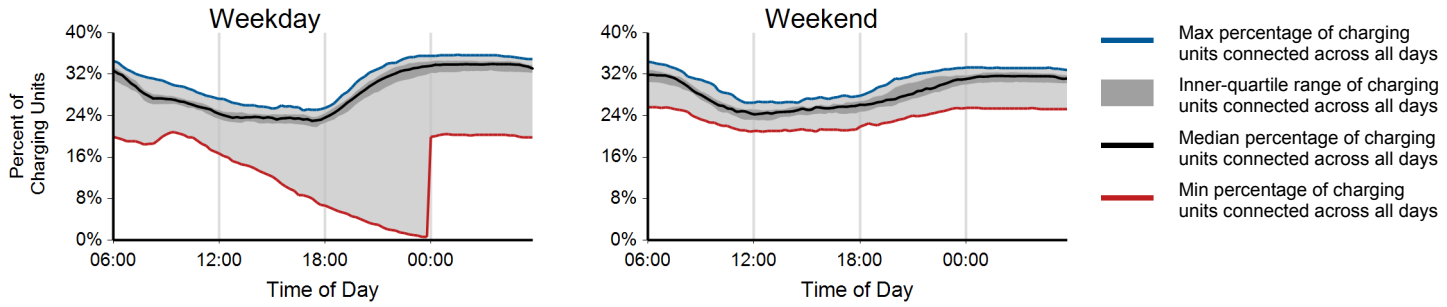
Electricity Consumed



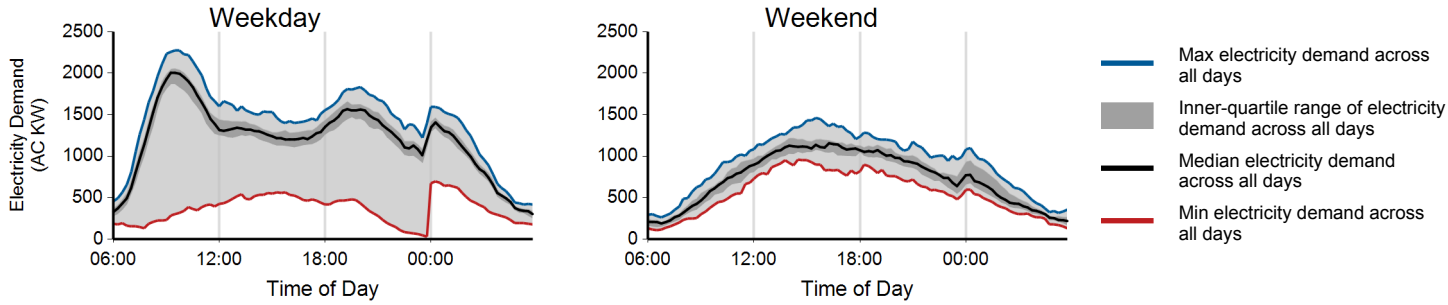
Charging Unit Utilization



Charging Availability: Range of Charging Units with a Vehicle Connected versus Time of Day Percentage



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day



[1] Includes all charging units that were in use during the reporting period and have reported data to the INL

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period power is transferred

Note: Weekends start at 6:00am on Saturday and end 6:00am Monday local time

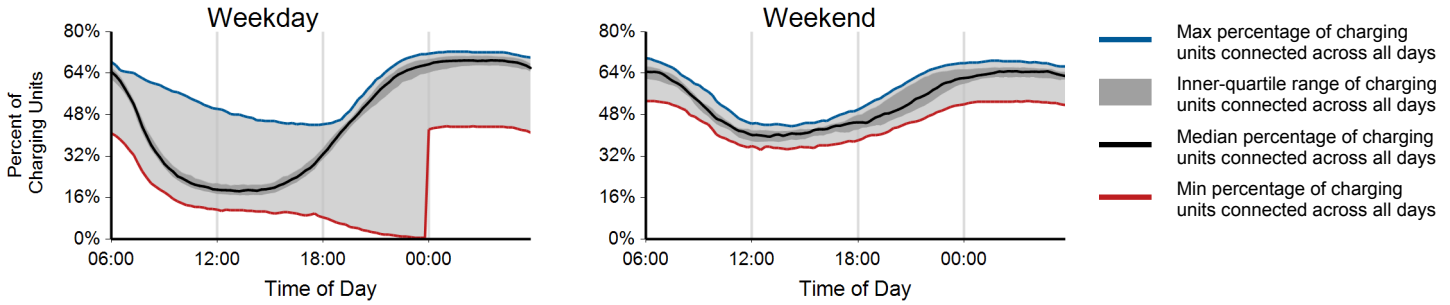
Residential Electric Vehicle Supply Equipment (EVSE)

Report period: October 2013 through December 2013

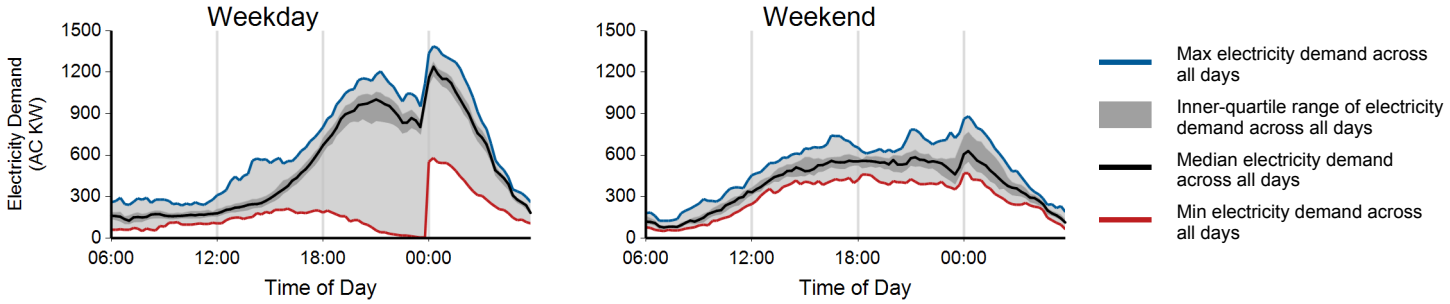
Region: All

EVSE Usage	Weekday	Weekend	Overall
Number of charging events[2]	100,491	36,795	137,286
Charging energy consumed (AC MWh)	731.4	261.4	992.7
Percent of time with a vehicle connected to EVSE	44.0%	52.4%	46.4%
Percent of time with a vehicle drawing power from EVSE	8.8%	6.9%	8.4%
Average number of charging events started per EVSE per day	0.91	0.84	0.89

Charging Availability: Range of Charging Units with a Vehicle Connected versus Time of Day Percentage



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day



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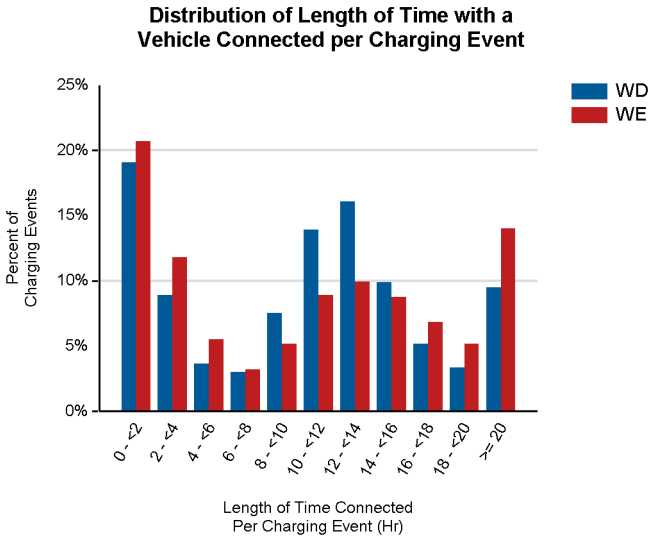
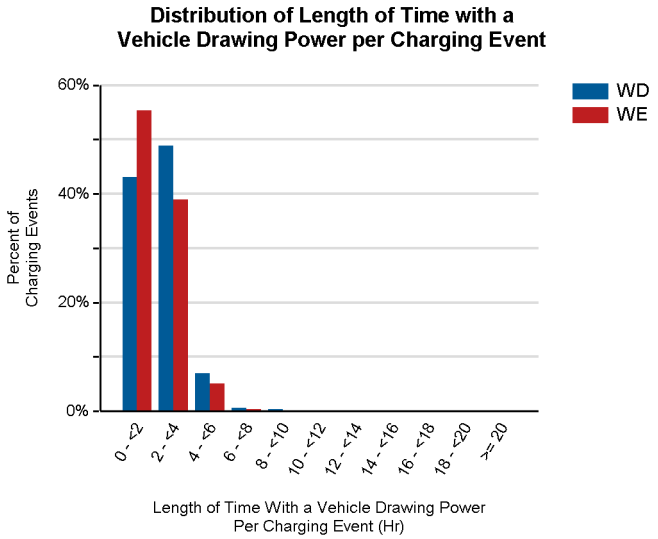
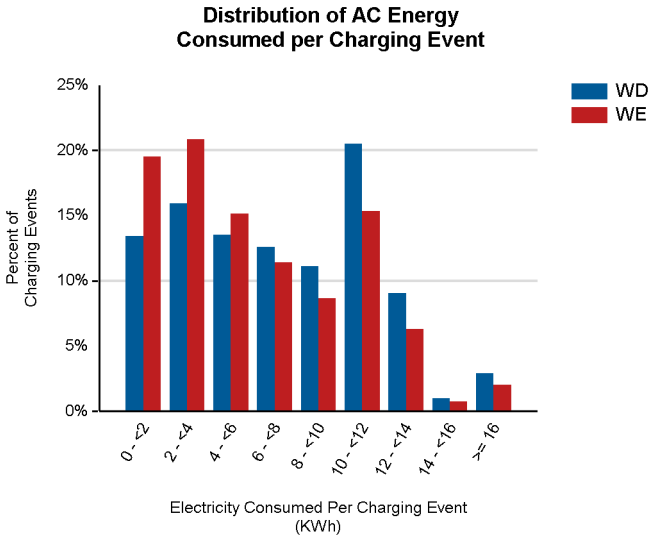
Residential Electric Vehicle Supply Equipment (EVSE)

Report period: October 2013 through December 2013
Region: All

Individual Charging Event Statistics	Weekday	Weekend	Overall
Average length of time with a vehicle connected per charging event (hr)	12.6	12.5	12.5
Average length of time with a vehicle drawing power per charging event (hr)	2.4	2.0	2.3
Average energy consumed per charging event (AC KWh)	7.28	7.10	7.23







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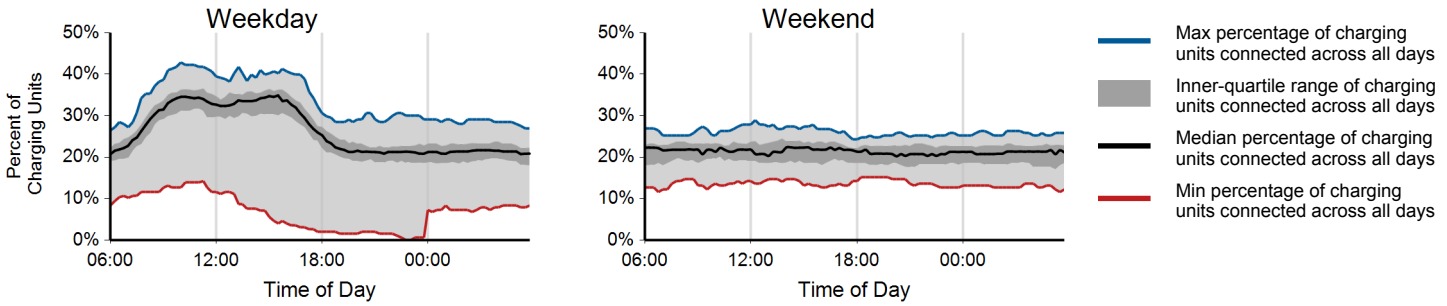
Private Nonresidential Electric Vehicle Supply Equipment (EVSE)

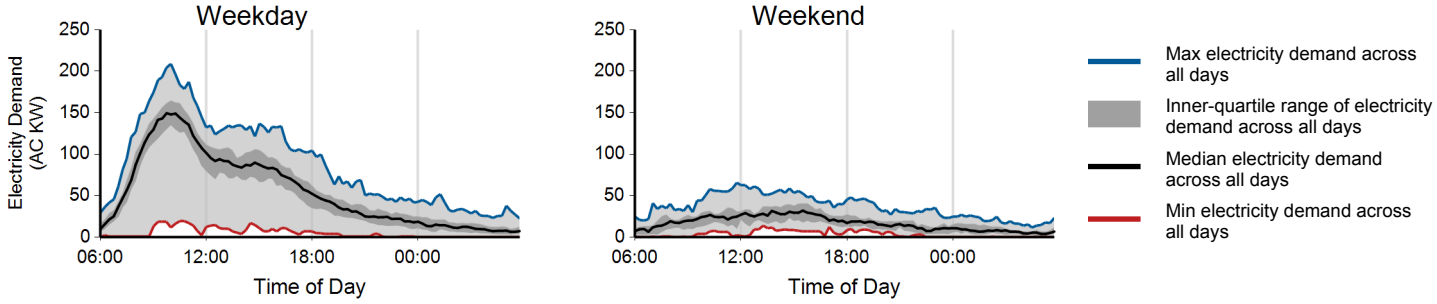
Report period: October 2013 through December 2013
Region: All

EVSE Usage	Weekday	Weekend	Overall
Number of charging events[2]	9,734	1,313	11,047
Charging energy consumed (AC MWh)	81.2	10.3	91.5
Percent of time with a vehicle connected to EVSE	25.2%	20.9%	24.0%
Percent of time with a vehicle drawing power from EVSE	7.5%	2.1%	6.1%
Average number of charging events started per EVSE per day	0.76	0.26	0.62

Charging Availability: Range of Charging Units with a Vehicle Connected versus Time of Day Percentage



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day



[1] Includes all charging units that were in use during the reporting period and have reported data to the INL

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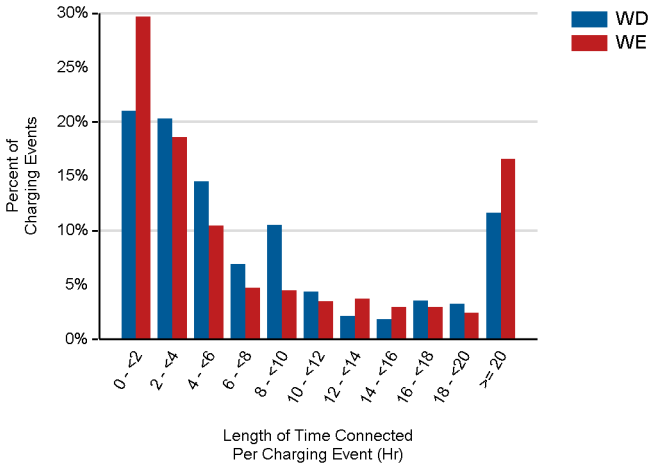
Private Nonresidential Electric Vehicle Supply Equipment (EVSE)

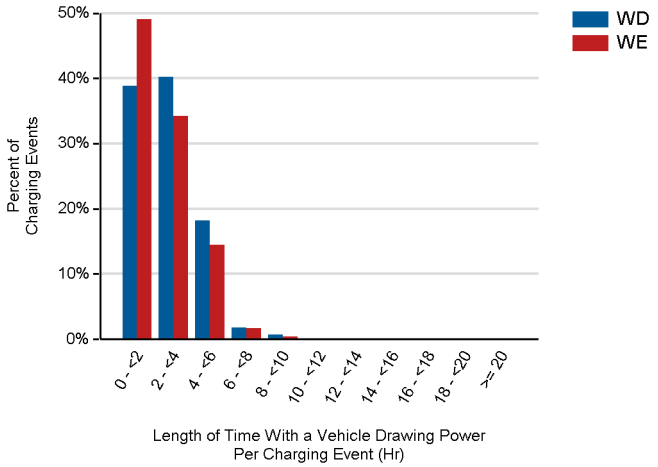
Report period: October 2013 through December 2013
Region: All

Individual Charging Event Statistics	Weekday	Weekend	Overall
Average length of time with a vehicle connected per charging event (hr)	9.4	8.3	9.3
Average length of time with a vehicle drawing power per charging event (hr)	2.4	2.0	2.3
Average energy consumed per charging event (AC KWh)	8.34	7.83	8.28

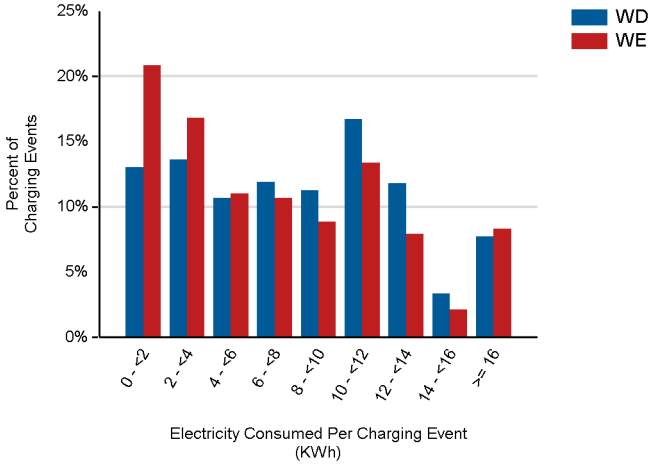
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of AC Energy Consumed per Charging Event



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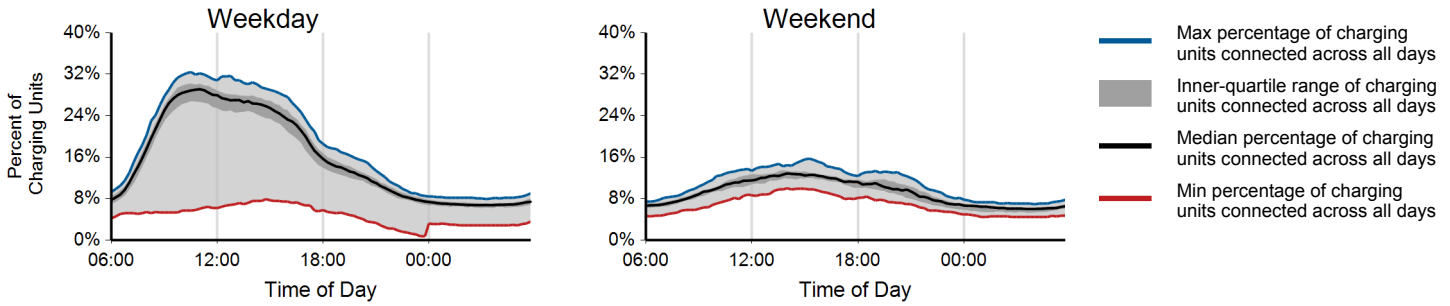
Publicly Accessible Electric Vehicle Supply Equipment (EVSE)

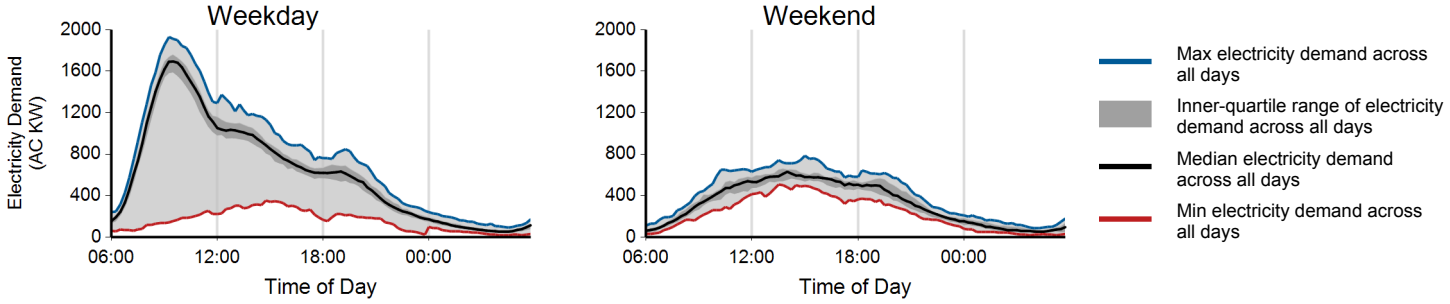
Report period: October 2013 through December 2013
Region: All

EVSE Usage	Weekday	Weekend	Overall
Number of charging events[2]	111,316	25,134	136,450
Charging energy consumed (AC MWh)	919.3	198.5	1,117.8
Percent of time with a vehicle connected to EVSE	15.9%	9.3%	14.1%
Percent of time with a vehicle drawing power from EVSE	7.6%	3.7%	6.6%
Average number of charging events started per EVSE per day	0.80	0.46	0.71

Charging Availability: Range of Charging Units with a Vehicle Connected versus Time of Day Percentage



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day



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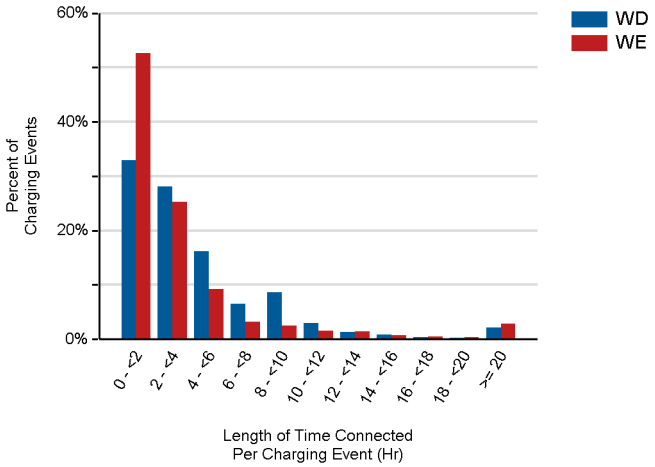
Publicly Accessible Electric Vehicle Supply Equipment (EVSE)

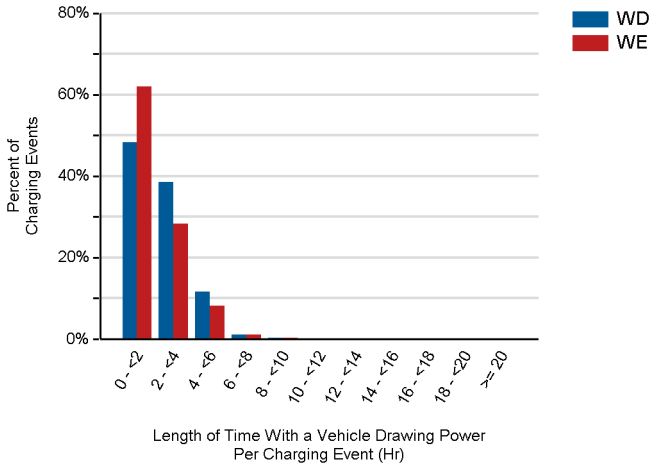
Report period: October 2013 through December 2013
Region: All

Individual Charging Event Statistics	Weekday	Weekend	Overall
Average length of time with a vehicle connected per charging event (hr)	4.9	4.2	4.8
Average length of time with a vehicle drawing power per charging event (hr)	2.3	2.0	2.2
Average energy consumed per charging event (AC KWh)	8.26	7.90	8.19

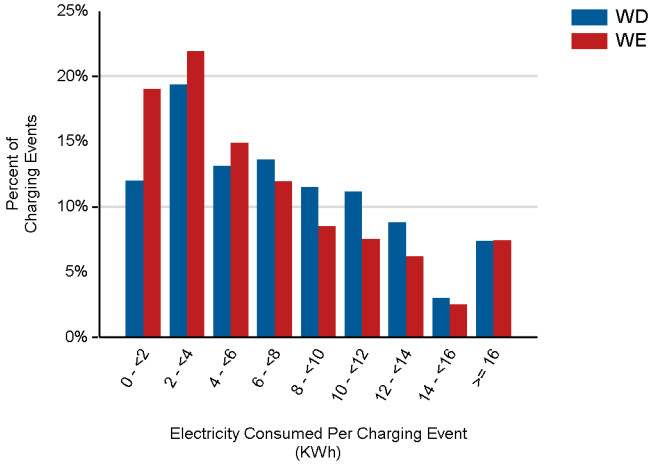
Distribution of Length of Time with a Vehicle Connected per Charging Event



Distribution of Length of Time with a Vehicle Drawing Power per Charging Event



Distribution of AC Energy Consumed per Charging Event



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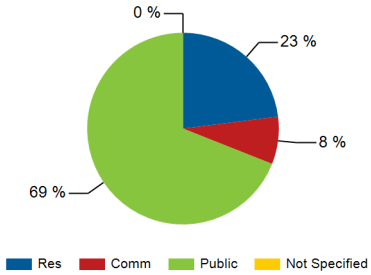
ChargePoint® America Vehicle Charging Infrastructure Summary Report

Report period: October 2013 through December 2013

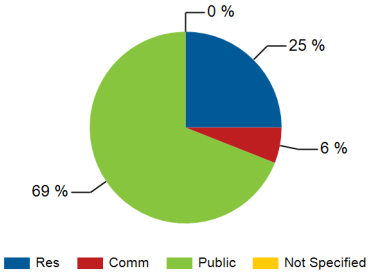
Region: Boston Area (Massachusetts and Rhode Island)

Charging Unit Usage - By Type	Residential	Private Nonresidential	Publicly Accessible	Not Specified	Total
Number of charging units[1]	31	16	168	0	215
Number of charging events[2]	2,574	909	7,803	0	11,286
Electricity consumed (AC MWh)	22.29	5.47	60.65	0.00	88.41
Percent of time with a vehicle connected	51%	15%	15%	0%	20%
Percent of time with a vehicle drawing power	9%	5%	5%	0%	5%

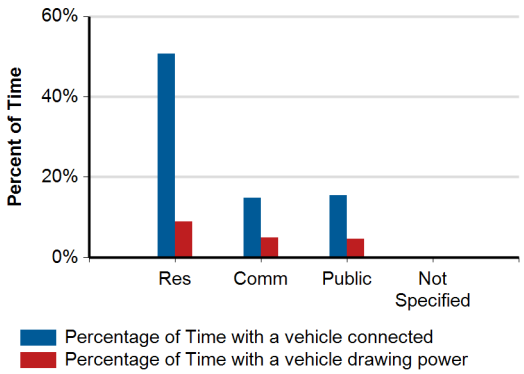
Number of Charging Events



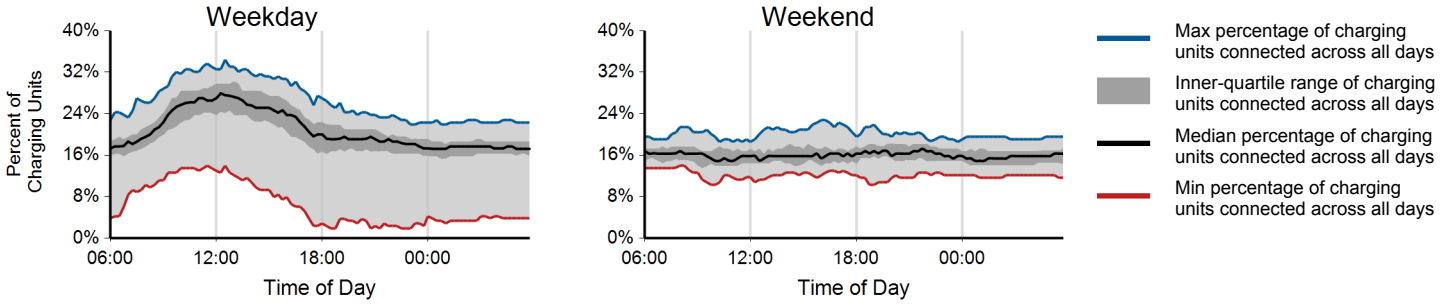
Electricity Consumed



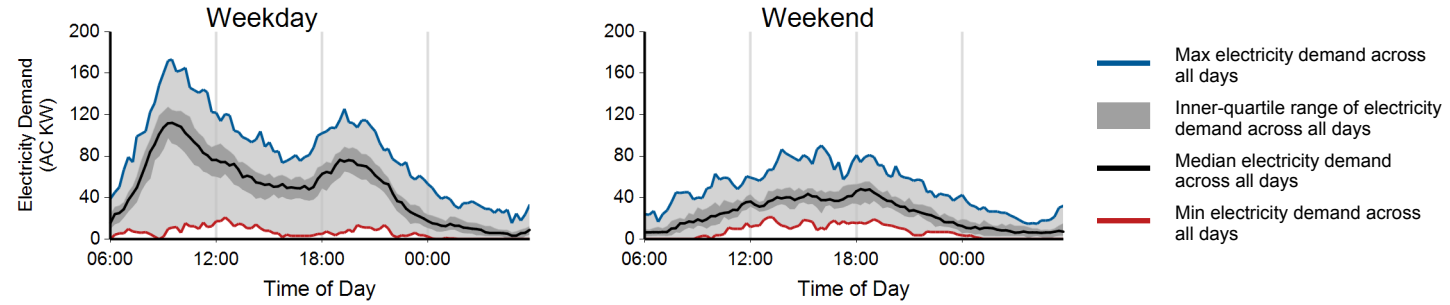
Charging Unit Utilization



Charging Availability: Range of Charging Units with a Vehicle Connected versus Time of Day Percentage



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day



[1] Includes all charging units that were in use during the reporting period and have reported data to the INL

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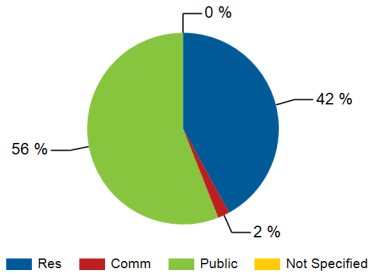
ChargePoint® America Vehicle Charging Infrastructure Summary Report

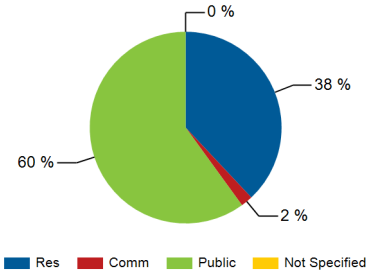
Report period: October 2013 through December 2013
Region: Florida

Charging Unit Usage - By Type	Residential	Private Nonresidential	Publicly Accessible	Not Specified	Total
Number of charging units[1]	64	14	265	1	344
Number of charging events[2]	5,548	247	7,375	32	13,202
Electricity consumed (AC MWh)	33.22	1.85	53.15	0.21	88.42
Percent of time with a vehicle connected	48%	5%	6%	6%	14%
Percent of time with a vehicle drawing power	8%	2%	3%	3%	4%

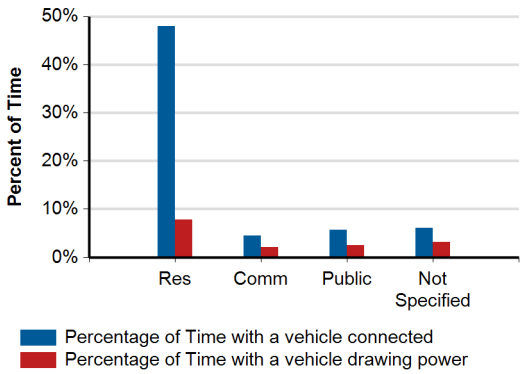
Number of Charging Events



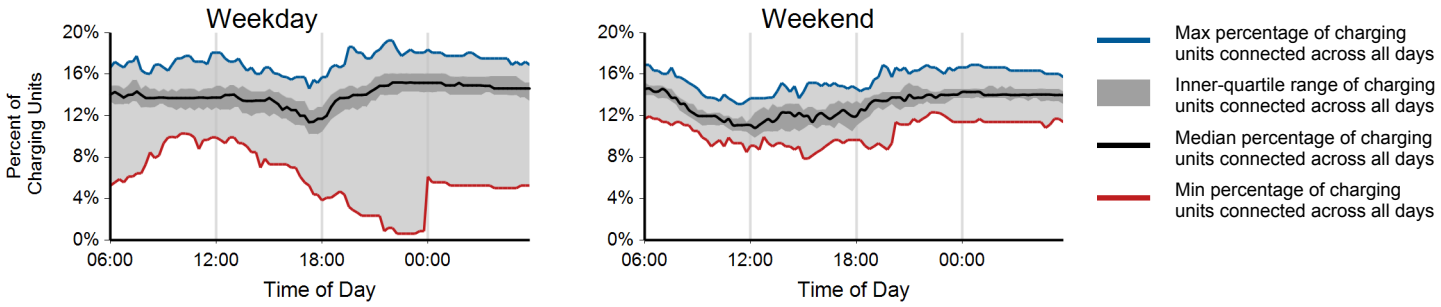
Electricity Consumed



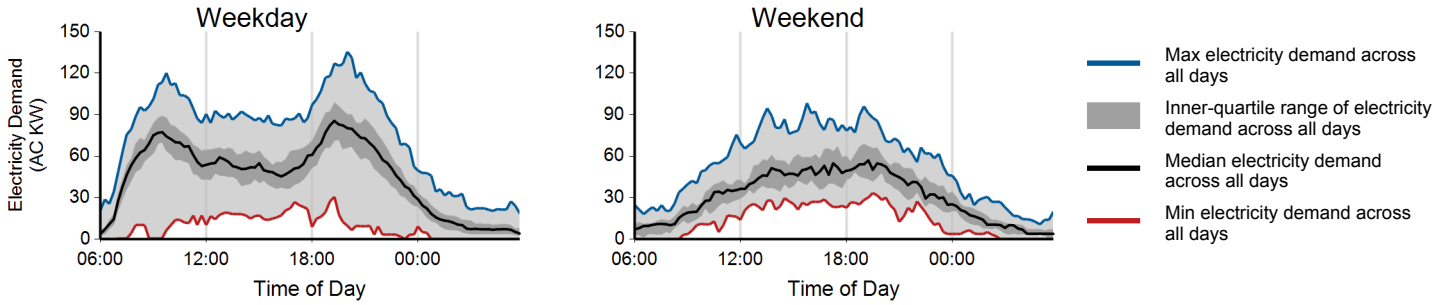
Charging Unit Utilization



Charging Availability: Range of Charging Units with a Vehicle Connected versus Time of Day Percentage



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day



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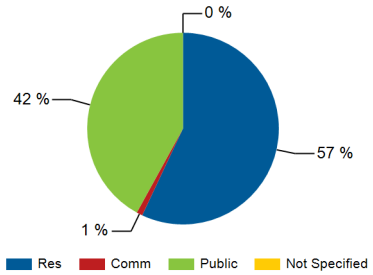
ChargePoint® America Vehicle Charging Infrastructure Summary Report

Report period: October 2013 through December 2013

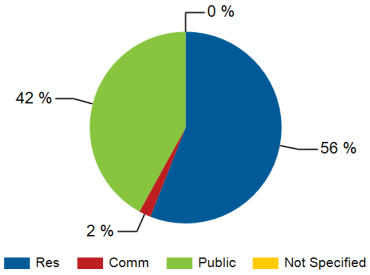
Region: Los Angeles, CA Area

Charging Unit Usage - By Type	Residential	Private Nonresidential	Publicly Accessible	Not Specified	Total
Number of charging units[1]	532	14	271	3	820
Number of charging events[2]	42,322	1,066	31,128	78	74,594
Electricity consumed (AC MWh)	312.59	9.49	234.71	0.58	557.36
Percent of time with a vehicle connected	43%	13%	15%	21%	33%
Percent of time with a vehicle drawing power	8%	8%	10%	3%	9%

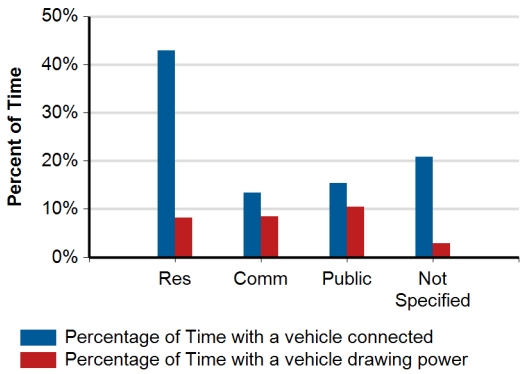
Number of Charging Events



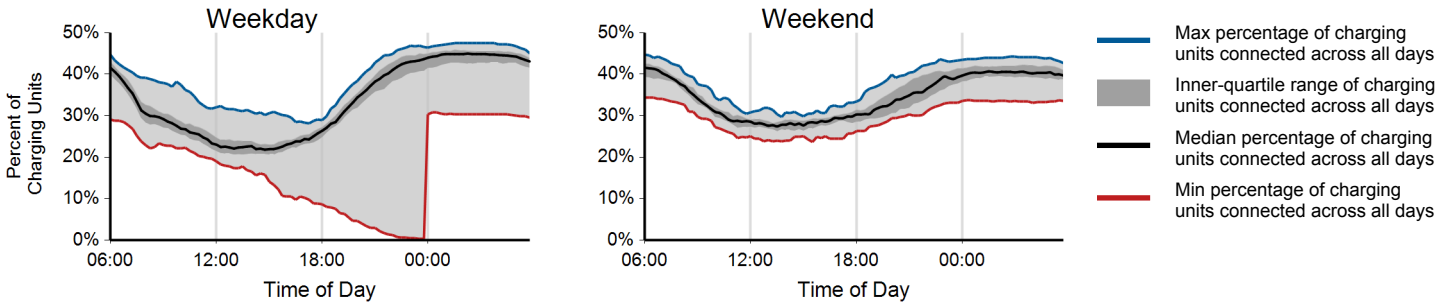
Electricity Consumed



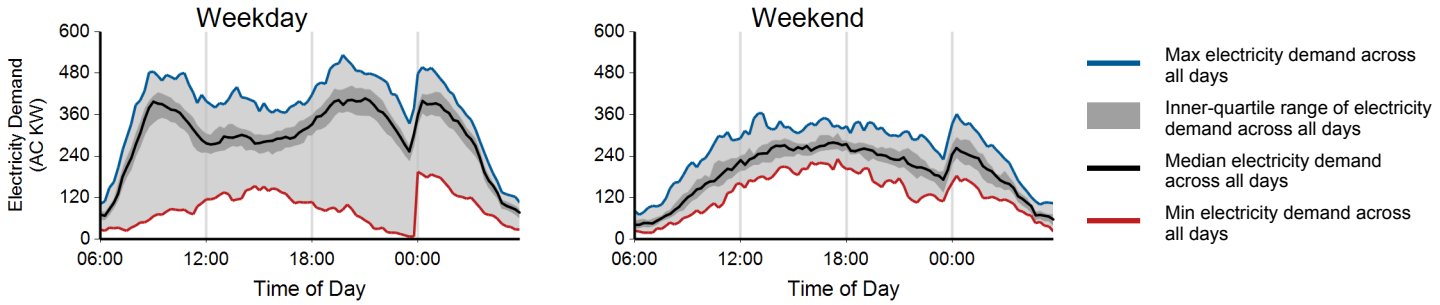
Charging Unit Utilization



Charging Availability: Range of Charging Units with a Vehicle Connected versus Time of Day Percentage



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day



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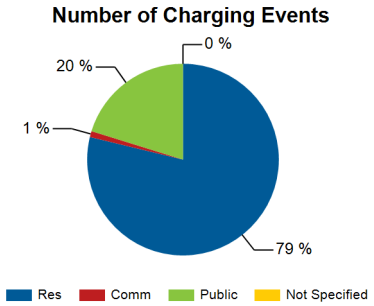
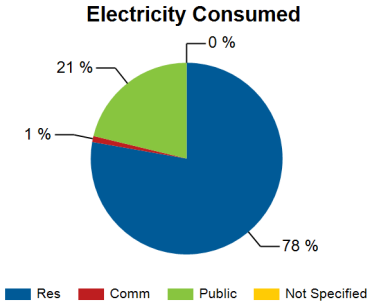
ChargePoint® America Vehicle Charging Infrastructure Summary Report

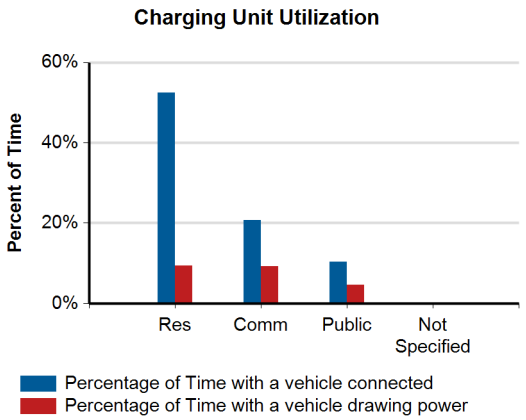
Report period: October 2013 through December 2013

Region: Michigan

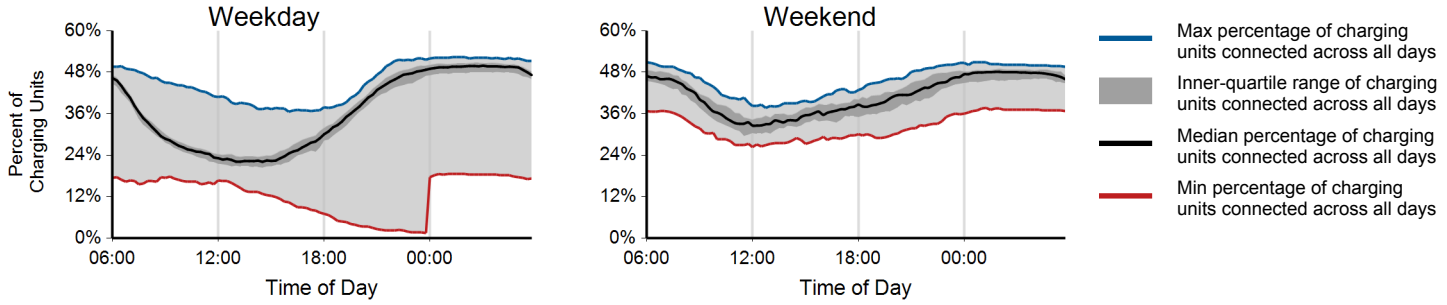
Charging Unit Usage - By Type	Residential	Private Nonresidential	Publicly Accessible	Not Specified	Total
Number of charging units[1]	317	6	176	0	499
Number of charging events[2]	27,561	475	7,162	0	35,198
Electricity consumed (AC MWh)	194.74	3.75	53.27	0.00	251.77
Percent of time with a vehicle connected	52%	21%	10%	0%	37%
Percent of time with a vehicle drawing power	9%	9%	5%	0%	8%



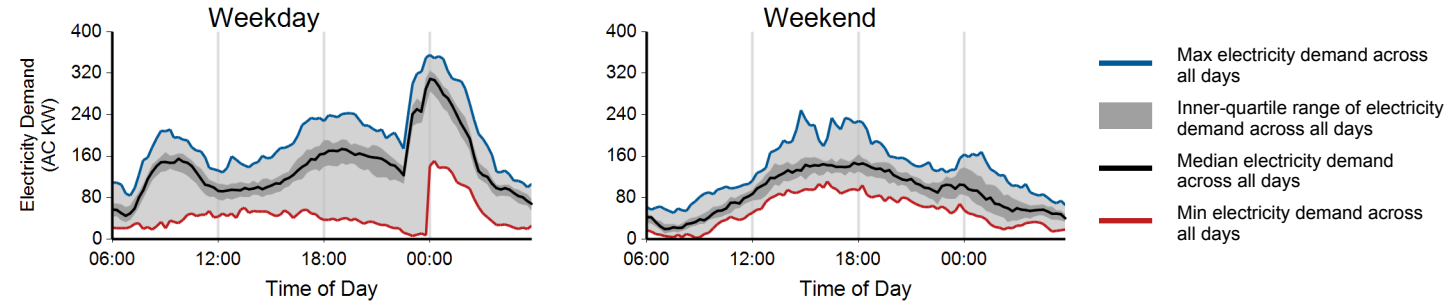




Charging Availability: Range of Charging Units with a Vehicle Connected versus Time of Day Percentage



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day



[1] Includes all charging units that were in use during the reporting period and have reported data to the INL

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period power is transferred

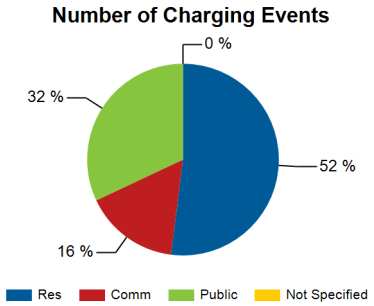
Note: Weekends start at 6:00am on Saturday and end 6:00am Monday local time

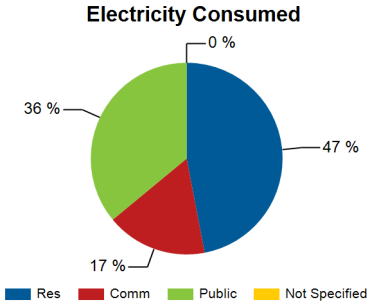
ChargePoint® America Vehicle Charging Infrastructure Summary Report

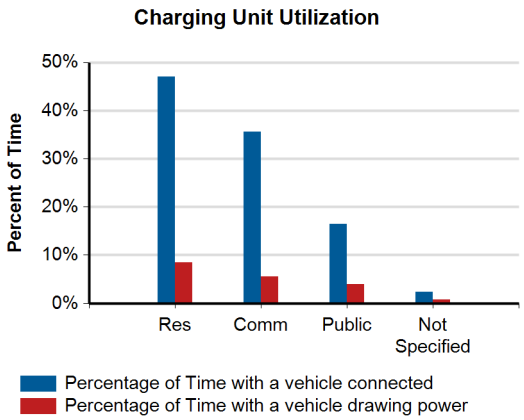
Report period: October 2013 through December 2013

Region: New York City Area (Connecticut, New Jersey, New York)

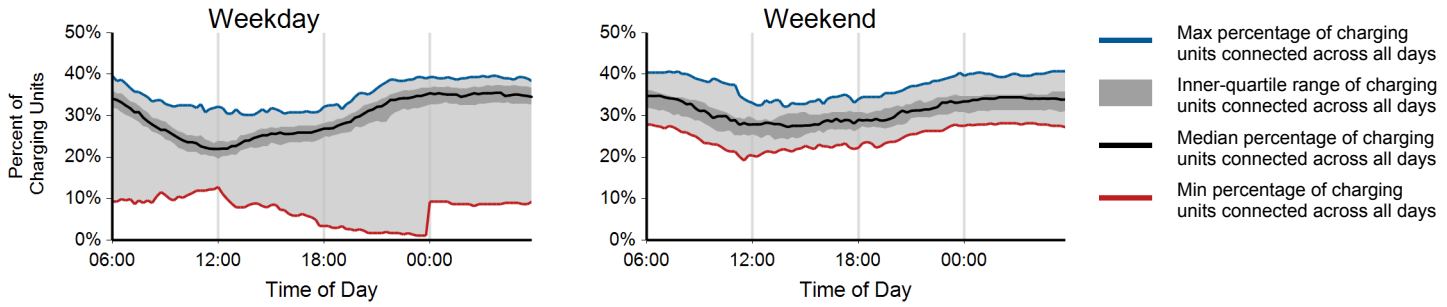
Charging Unit Usage - By Type	Residential	Private Nonresidential	Publicly Accessible	Not Specified	Total
Number of charging units[1]	93	53	158	2	306
Number of charging events[2]	7,953	2,435	4,895	18	15,301
Electricity consumed (AC MWh)	59.09	20.81	44.79	0.10	124.78
Percent of time with a vehicle connected	47%	36%	16%	2%	29%
Percent of time with a vehicle drawing power	8%	6%	4%	1%	6%



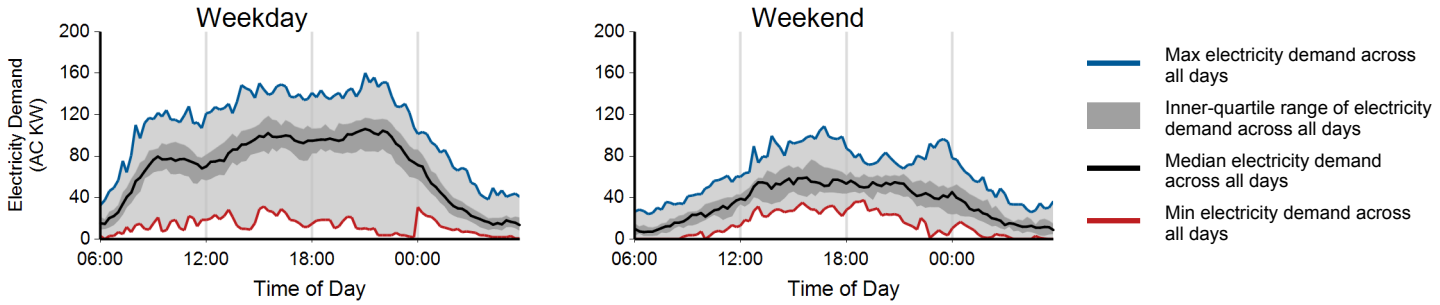




Charging Availability: Range of Charging Units with a Vehicle Connected versus Time of Day Percentage



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day



[1] Includes all charging units that were in use during the reporting period and have reported data to the INL

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period power is transferred

Note: Weekends start at 6:00am on Saturday and end 6:00am Monday local time

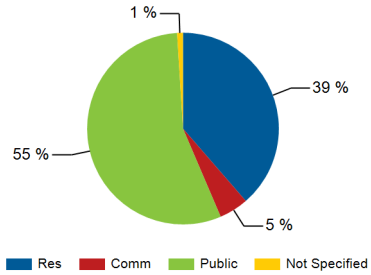
ChargePoint® America Vehicle Charging Infrastructure Summary Report

Report period: October 2013 through December 2013

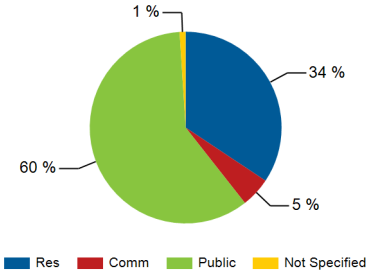
Region: Sacramento/San Francisco, CA Area

Charging Unit Usage - By Type	Residential	Private Nonresidential	Publicly Accessible	Not Specified	Total
Number of charging units[1]	510	65	560	21	1,156
Number of charging events[2]	40,669	5,072	58,350	993	105,084
Electricity consumed (AC MWh)	298.57	44.18	516.25	8.96	867.97
Percent of time with a vehicle connected	45%	24%	21%	12%	32%
Percent of time with a vehicle drawing power	8%	8%	11%	5%	9%

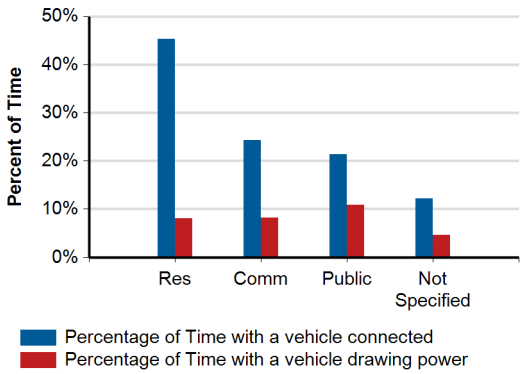
Number of Charging Events



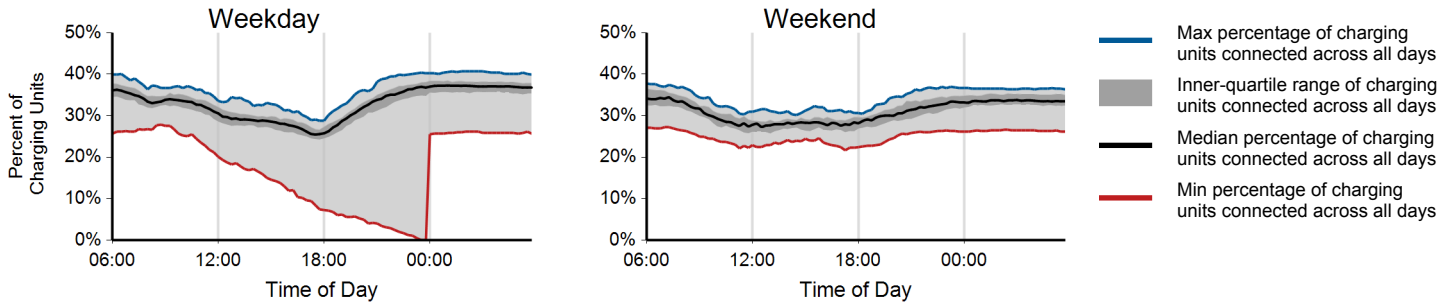
Electricity Consumed



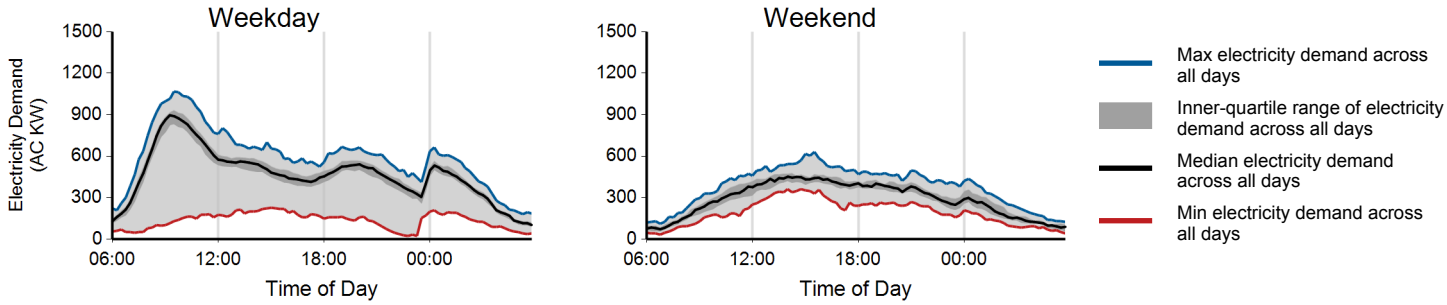
Charging Unit Utilization



Charging Availability: Range of Charging Units with a Vehicle Connected versus Time of Day Percentage



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day



[1] Includes all charging units that were in use during the reporting period and have reported data to the INL

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period power is transferred

Note: Weekends start at 6:00am on Saturday and end 6:00am Monday local time

ChargePoint® America Vehicle Charging Infrastructure Summary Report

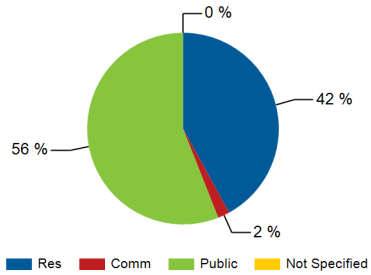
Report period: October 2013 through December 2013

Region: Texas

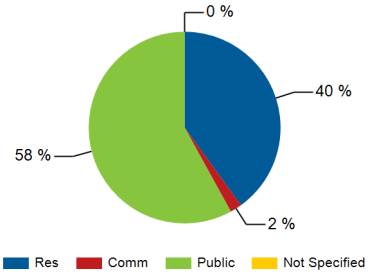
Charging Unit Usage - By Type

	Residential	Private Nonresidential	Publicly Accessible	Not Specified	Total
Number of charging units[1]	65	8	227	0	300
Number of charging events[2]	4,962	223	6,554	0	11,739
Electricity consumed (AC MWh)	33.51	1.81	48.73	0.00	84.05
Percent of time with a vehicle connected	44%	16%	6%	0%	15%
Percent of time with a vehicle drawing power	7%	3%	3%	0%	4%

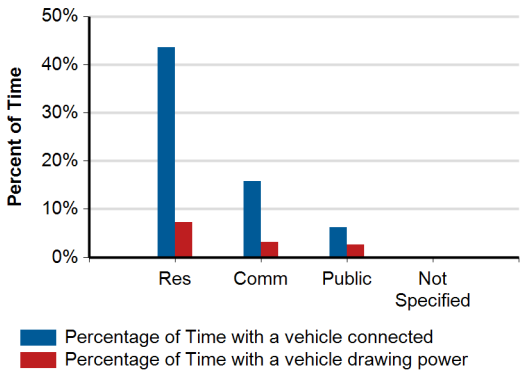
Number of Charging Events



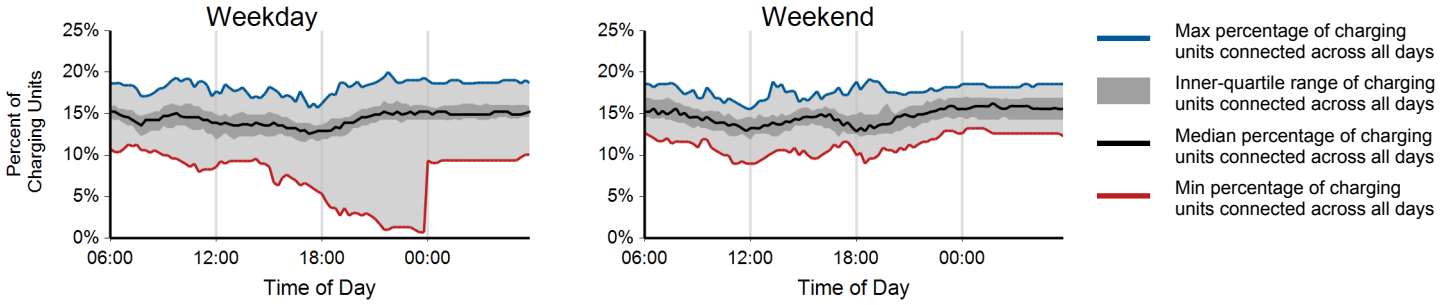
Electricity Consumed



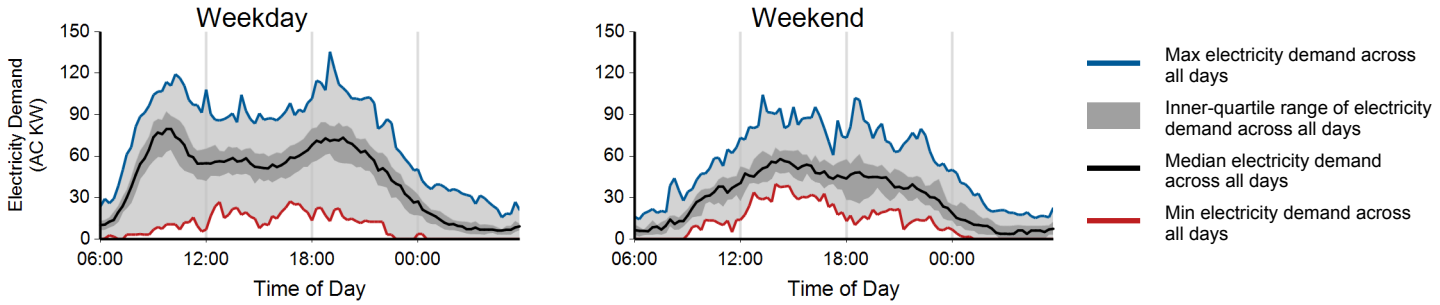
Charging Unit Utilization



Charging Availability: Range of Charging Units with a Vehicle Connected versus Time of Day Percentage



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day



[1] Includes all charging units that were in use during the reporting period and have reported data to the INL

[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period power is transferred

Note: Weekends start at 6:00am on Saturday and end 6:00am Monday local time

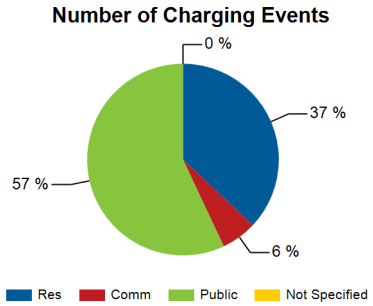
ChargePoint® America Vehicle Charging Infrastructure Summary Report

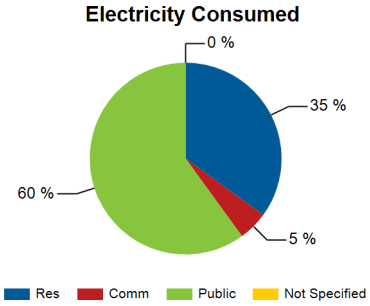
Report period: October 2013 through December 2013

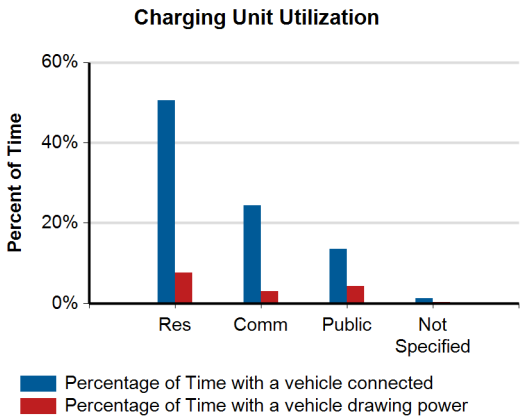
Region: Washington D.C. Area (District of Colombia, Maryland, Virginia)

Charging Unit Usage - By Type

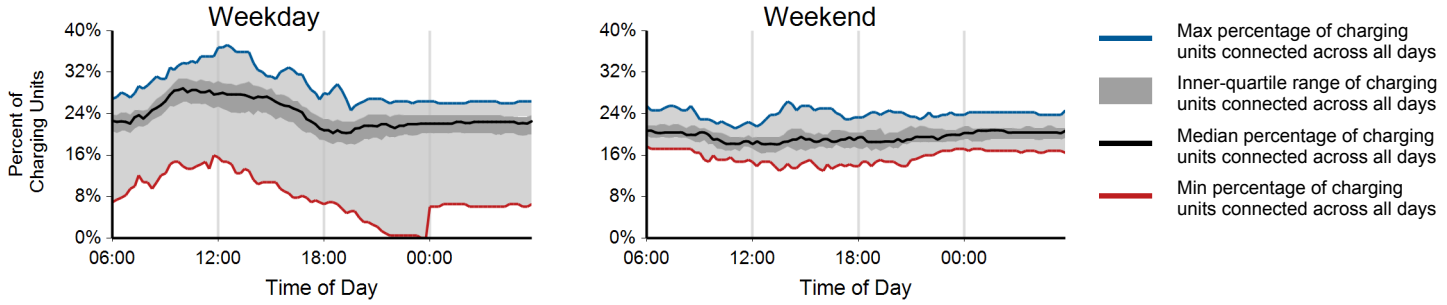
	Residential	Private Nonresidential	Publicly Accessible	Not Specified	Total
Number of charging units[1]	53	21	157	1	232
Number of charging events[2]	3,951	620	5,992	2	10,565
Electricity consumed (AC MWh)	26.88	4.11	46.15	0.02	77.16
Percent of time with a vehicle connected	51%	24%	14%	1%	23%
Percent of time with a vehicle drawing power	8%	3%	4%	0%	5%



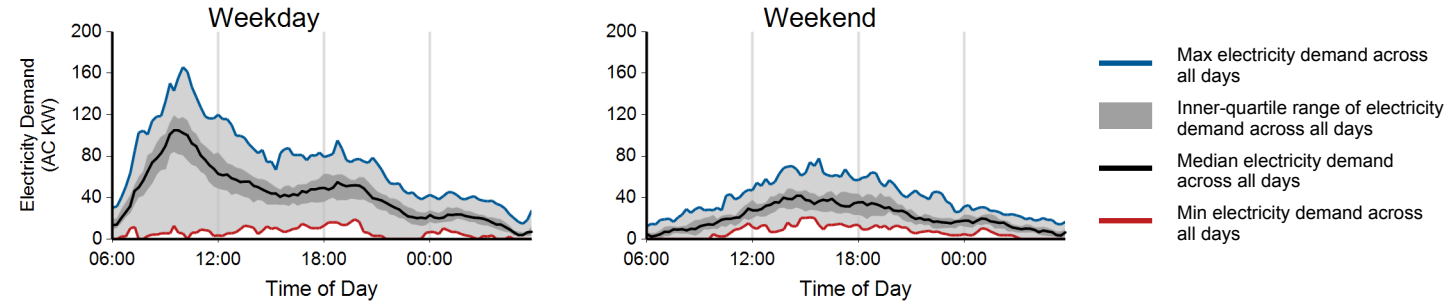




Charging Availability: Range of Charging Units with a Vehicle Connected versus Time of Day Percentage



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day



[1] Includes all charging units that were in use during the reporting period and have reported data to the INL

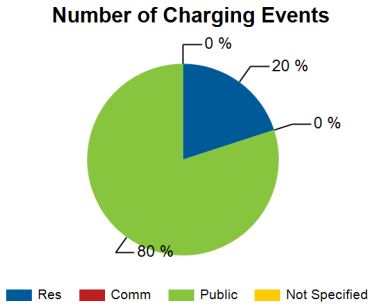
[2] A charging event is defined as the period when a vehicle is connected to a charging unit, during which period power is transferred

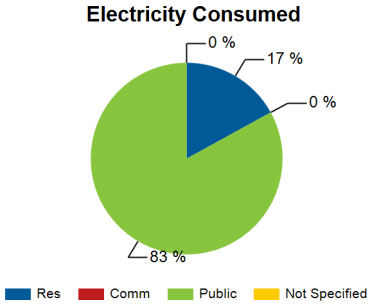
Note: Weekends start at 6:00am on Saturday and end 6:00am Monday local time

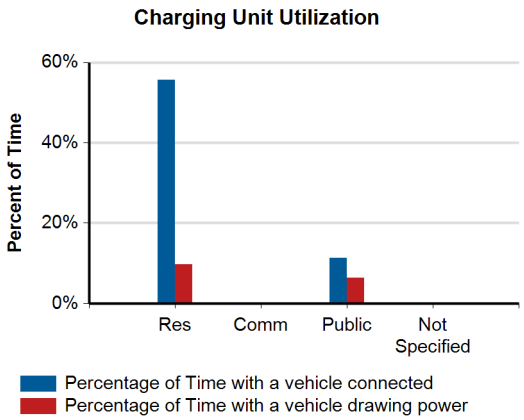
ChargePoint® America Vehicle Charging Infrastructure Summary Report

Report period: October 2013 through December 2013
Region: Washington State

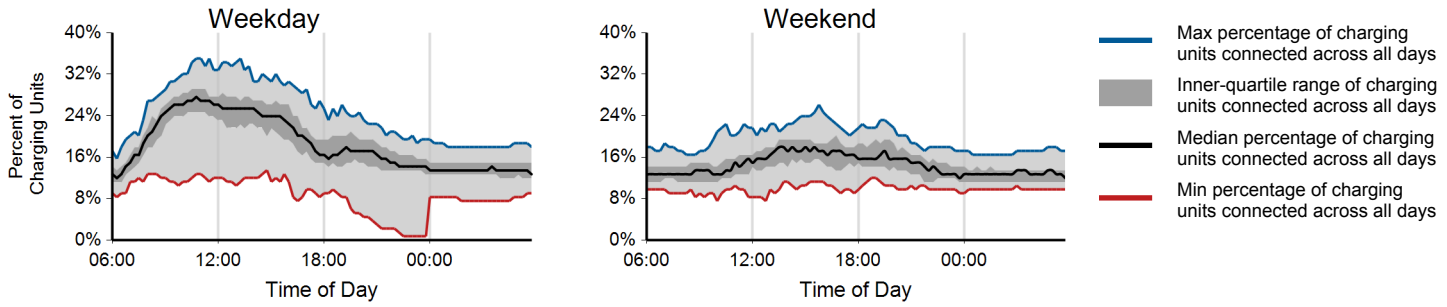
Charging Unit Usage - By Type	Residential	Private Nonresidential	Publicly Accessible	Not Specified	Total
Number of charging units[1]	18	0	116	0	134
Number of charging events[2]	1,746	0	7,137	0	8,883
Electricity consumed (AC MWh)	11.85	0.00	59.60	0.00	71.45
Percent of time with a vehicle connected	56%	0%	11%	0%	17%
Percent of time with a vehicle drawing power	10%	0%	6%	0%	7%



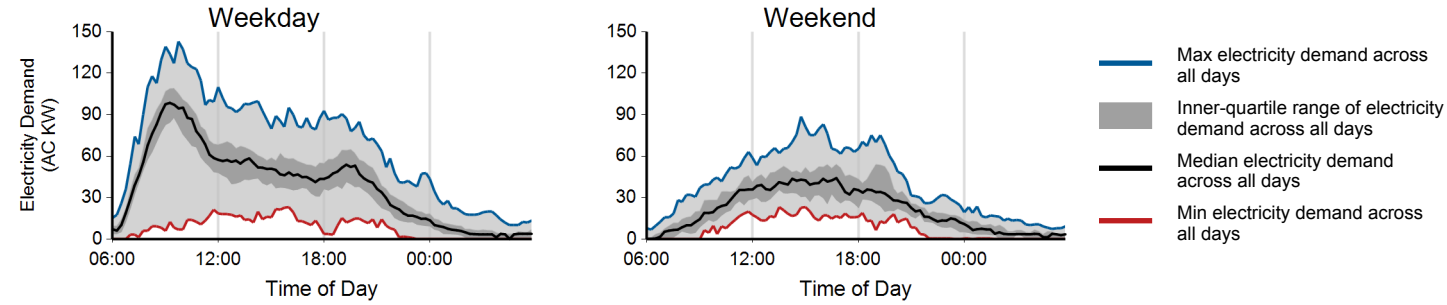




Charging Availability: Range of Charging Units with a Vehicle Connected versus Time of Day Percentage



Charging Demand: Range of Aggregate Electricity Demand versus Time of Day



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Note: Weekends start at 6:00am on Saturday and end 6:00am Monday local time